



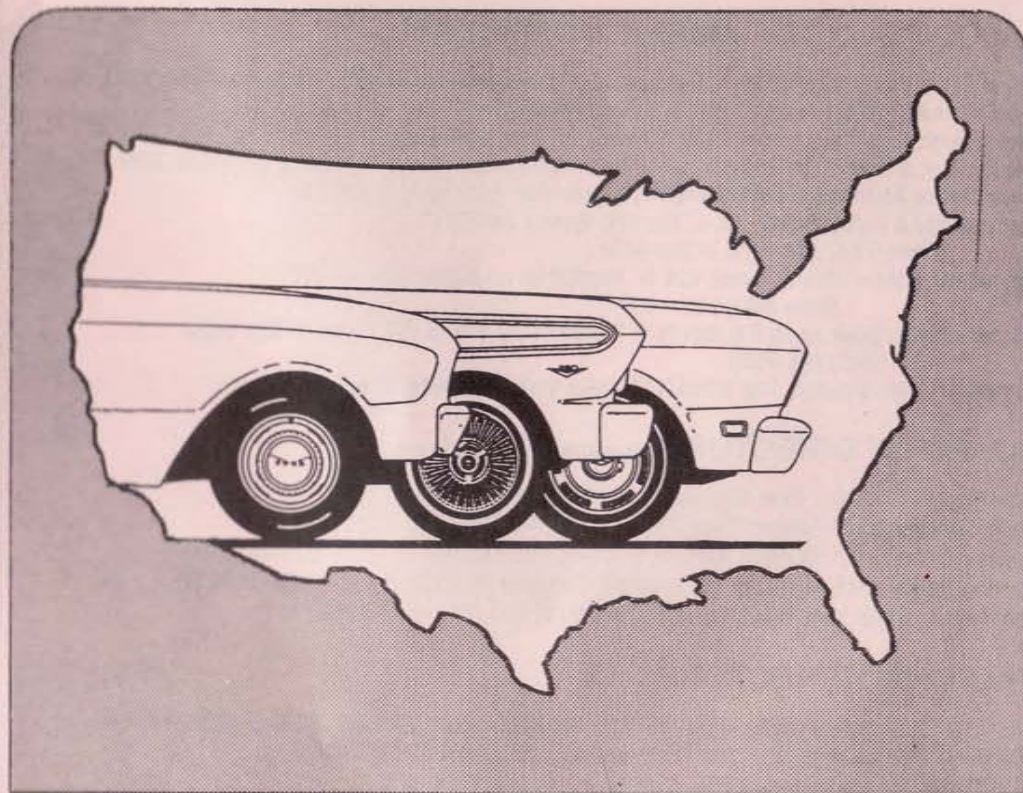
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FALCON CLUB OF AMERICA
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The newsletter dedicated
to Falcon lovers
... everywhere!

The *Falcon* News



Falcon Club of America

JANUARY 1988

Vol. 9, No. 6

THE FALCON CLUB OF AMERICA, INC. is a non-profit organization dedicated to preserving the FALCON automobile built by the Ford Motor Company from 1960 to 1970. Roy E. Sword founded the world-wide club in 1979. It is incorporated under the laws of the State of Arkansas. Yearly dues to The Falcon Club of America are \$15.00 (\$20.00 outside the United States), and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72076.

THE FALCON NEWS is published monthly with information from its members. All ads must be sent to the Editor by the 10th of the month, with a limit of 2 free ads per member per issue (limit of 50 words per ad). Each ad must appear in a different section of the classified ads. The FCA will not be held responsible for errors. Legitimate errors will be corrected in the next issue when requested.

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The Falcon Club of America Newsletter is printed and published by Bill's Printing, Searcy, Arkansas.

CHAPTERS

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The Carolinas Falcon Chapter

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The Founder's Chapter

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The Gateway Chapter

Richard Tribout, 25 Raintree Ct., St. Peters, MO 63376

The Greater Bay Area Chapter

Brian Lukas, 1107 Curtis St., Albany, CA 94706. (415) 525-9226.

The Hoosier Chapter

Clifford Smith, 351 West St., Franklin, IN 46131. (317) 736-5597.

The Lone Star Chapter

Marty Martin, 2910 O'Henry, Garland, TX 75042.

The Mason-Dixon Chapter

Robert Gerke, Rt. 1, Box 233, Bridgeville, DE 19933. (302) 337-8175.

The Mid-America Chapter

Rick Dilks, 307 N. Castle, Paola, KS 66071. (913) 294-2599.

The Mile Hi Chapter

Ronald Brown, 1044 Sable Blvd., Aurora, CO 80011. (303) 364-6127.

The North Central Falconeers Chapter

Gary Fuerst, 1619 N. Charlotte St., Appleton, WI 54911. (414) 731-2708.

The North Coast Chapter

Walt Sedlak, 13009 Bangor Ave., Garfield Hts., OH 44125. (216) 663-0817.

The Northeast Chapter

Vinny DeLucia, 208 Highland Dr., Waterbury, CT 06708.

The North Star Chapter

John MacKay, 3511 37th Avenue N.E., St. Anthony, MN 55421.

The Northwest Falcons Chapter

Steve Mitchell, 4923 Seaview Way, Everett, WA 98203. (206) 348-3209.

The Rocky Mountain Chapter

Dave Jeffries, 4810 Nightingale, Apt. F-206, Co. Sprgs., CO 80907. (303) 593-1450.

The Southeast Chapter

Gary Goddard, 1586 Hwy. 212, Conyers, GA 30208. (404) 483-8756.

The Suncoast Chapter

Dan Amey, 1771 Ragland Ave., Clearwater, FL 33575. (813) 797-6817

OTHER CLUBS OF INTEREST

The Ford Falcon Club of San Diego, P.O. Box 2156, Spring Valley, CA 92077.

The Ford Falcon Club of Los Angeles, 1163 Coolfield Drive, Covina, CA 91722.

Fairlane Club of America, 721 Drexel Ave., Drexel Hill, PA 19026.

The Ranchero Club, 1339 Beverly Rd., Portvue, PA 15133.

Comet Club, 5878 Hobe Lane, White Bear Lake, MN 55110-6466.

The Super 60's Ford Club, 10220 Loretta Ave., Cleveland, OH 44110.

Lower Mainland Falcon Owners Assoc., 13868 90th Ave., Surrey, BC, Canada V3V6L1.

NOTE TO ALL MEMBERS: The club will send out notices to each member the month before membership expires. Be sure to send your renewal in early to retain your original membership number. If you do not renew your membership within 90 days after it has expired, your membership number will be placed in the inactive file and will no longer be used by the club.

President's Message

Now that we all have the holidays behind us, we can get started on our winter projects. Get those Falcons and give them a thorough check-up before you start out on spring and summer trips.

I, myself, have a lot of work to do on a '67, sure hope to have it all completed this summer and drive it to Atlanta in August.

I would like for all of us to work hard again this year so our club can have another successful year as we had in 1987. So be sure to let the people out there with Falcons know about the F.C.A.

Hoping all of you have a very Happy New Year.

Roy E. Sword, FCA President

Editor's Message

Happy New Year to all of you.

We have some good technical tips and helpful information in this January issue. Thanks to all who contributed to this month's *The Falcon News*.

We're excited about making *The Falcon News* bigger and better in 1988. We'll need your help to make this possible. Sit down and write us today and let us hear from you. Help keep our mailbox full of Falcon mail.

Bill and Kathy Woodell, Editors

PROPOSED NEW CHAPTER IN CHICAGO, IL. AREA

I have applied for and just received the paper work for starting a chapter in the Chicago and vicinity area. Those interested, please send SASE to Ed Kavanaugh, 233 Malibu Dr., Bolingbrook, IL 60439. (312) 739-0199.

PROPOSED NEW EASTERN PENNSYLVANIA CHAPTER

The FCA Board of Directors has approved the location of a chapter to be formed in Eastern Pennsylvania and surrounding vicinity. Interested Falcon enthusiasts should send a large self-addressed, stamped envelope for a membership application to Ed Snyder, 818 W. Callowhill St., Perkasie, PA 18944. (215) 257-2422 after 6 p.m. EST.

PROPOSED NEW CHAPTER IN SHREVEPORT, LA. AREA

Those interested in starting a chapter in the Shreveport, La., area which would also include those interested members from Ark, Texas, and Okla. in our vicinity, send SASE to Len Bryce, 2636 Mimosa, Shreveport, La. 71108. (318) 636-0337.

FRONT COVER DESIGN

Our thanks to Robert Wick of Woodacre, CA for the front cover design for this month. Robert did the design himself. You did a great job, Robert, and thanks for sending it to us. Editor.

Calendar of Events

Washington - The Northwest Chapter of the Falcon Club of America announces their new, permanent meet place and time: Korum Ford in Puyallup, WA the first Sunday of each month at 1:00 p.m.

Kansas/Missouri - Mid America Falcons Chapter meets on the first Friday of every month at Santa Fe BBQ on 7 Hwy. in Olathe, KS. If interested call (913) 294-2599 or (816) 452-1967.

January 29 & 30, 1988 - Georgia - 1988 Nashville Georgia 12th Annual Swap Meet. 8 a.m. - 6 p.m. both days. 10% discount to FCA members (proof of membership required) Obsolete Ford Parts Co., Inc., 311 E. Washington, Nashville, GA 31639. (912) 686-2470.

February 9, 1988 - Indiana - The Hoosier Chapter will have a meeting at Denny's Restaurant, 4209 S. East St., Indianapolis at 6:30 p.m.

February, 1988 - Delaware - The Mason Dixon Chapter is planning their annual dinner at the Barn Restaurant on Rt. 40 near 896 in Glasgow, Delaware. Please call Elmer Furman at (302) 798-8043 to make your reservation.

May 13, 14, 1988 - Missouri - Gateway Chapter Regional Meet at Noah's Ark. We hope to have our biggest car show & swap meet ever. We encourage all vendors to come.

August 11, 12, 13, 1988 - Georgia - 9th ANNUAL NATIONAL MEET. Make your vacation plans now to meet us in Atlanta for a great weekend.

MEET REPORTS

The Gateway Chapter met November 22 at the Bonanza Restaurant in St. Charles, Mo. Further planning was done for the May 13, 14 Regional Meet. Any vendor or anyone interested in selling Ford parts are invited to participate. Additional information on swap spaces, etc. can be obtained by calling Don Branson (314) 228-4501 or Tom O'Dell (618) 259-3052.

The Southeast Chapter had a Christmas Party on Saturday night, December 5. We had 30 people to attend. Barbara and Butch Willis, the president of Carolina's Chapter, attended our party. We enjoyed having them visiting with us. Before the night was over we had a big surprise visit from Santa Claus, he had presents for everyone. Everyone had a good time. On Sunday afternoon, December 6, we had an officers meeting at the home of Sara and Lynn Moon. We had a good turnout with several members driving their Falcons. We worked on plans for the National Meet to be held in Atlanta, Georgia.

The Mile Hi Chapter had an election of Board of Directors on November 13, 1987, and we have a fine slate of Directors to guide the Mile-Hi Chapter in 1988. For those who remember the 1963 orange convertible that was displayed in Boulder, Colorado at the 1987 National Convention, we are very happy to report that the proud owner, Sean Hawkinson, after refining his already beautiful Falcon, won third place in the Miller Lite World of Wheels in Denver on November 26-29. The class was Post War Convertibles (1945 to present).

Attention Club Secretaries!

We need your meet reports. Please make sure we receive them by the 10th of the month so that they will appear in the next month's newsletter. Also remember this deadline for all calendar of events. Editor.

FALCON CLUB OF AMERICA GATEWAY CHAPTER

PRESENTS

Spring Fling II / All Ford Show And Swap Meet

May 13 and 14, 1988

Where: Noah's Ark Restaurant and Motor Inn I-70 and 5th in
Historic St. Charles, MO

Special rates from Noah's Ark Motor Inn

Single/Double \$35 plus tax.

- * New this year-9 classes for Falcon Regional May 13 and 14.
- * Ladies Choice for Falcon Regional May 13 and 14.
- * Best of show.
- * Longest distance driven trophy.
- * Dash plaques.
- * Swap Meet Falcon parts.
- * Banquet Saturday night with awards and door prizes.

LIST OF SPECIAL EVENTS:

- * All Ford Show on Saturday, May 14.
- * 3 trophies for 12 classes for All Ford Show Saturday.
- * Auction on Saturday, May 14.
- * 50/50 drawing for Falcon Regional/All Ford Show.
- * Swap Meet on May 13 and 14, Falcon and Ford parts.
- * Much more still in the working by The Gateway Chapter.

Make your plans now for the best regional by Falcon National Chapter. Remember 5th National Falcon Convention in St. Louis 1984, this will be better. Watch for more information in the National Newsletter. Mark your calendar for Gateway Chapter Spring Fling II.

For more information call: 1-314-441-6653

OR

Write: Rich Tribout
23 Raintree Court
St. Peters, MO 63376

FALCON CLUB OF AMERICA NATIONAL CONVENTION



DEDICATED TO PRESERVE THE
Falcon
AUTOMOBILE
1960 THRU 1970

ATLANTA MARRIOTT NORTHWEST
Windy Hill Road
Atlanta, Georgia

AUGUST 11, 12, 13, 1988

HOST: Southeast Falcon Chapter

For Information Call:

GARY GODDARD 404-483-8756
LYNN MOON 404-787-2813

Plan Your Vacation Now for Atlanta, Georgia

President Roy says if you can't drive in, fly in!!! Above all, don't let this National FCA Meet pass you by. Make your plans now and get ready for a great experience!

CAR SHOW FOR A VACATION STOP IN FLORIDA

A lot of people come to Florida, but I wonder how many know of the year round car show at Silver Springs. I go back from time to time to look at it again. Of course, it is not a Falcon show, but they have a stupendous array of vintage cars. The collection must be worth millions. Silver Springs is off the beaten track, but for my money its better than Disney can muster. Spread the word.

Mary Jane Knisely, P.O. Box 616636, Orlando, FL 32861.

List of the Classes for the 1988 Nationals in Atlanta, GA

This is a list of the classes for the 1988 Nationals in Atlanta, Ga. We will be awarding 44 trophies. This year we will give the regional group with the most cars in attendance a plaque and \$50, so regional presidents start rounding up your members for a trip to Atlanta.

1960-65	Sedans	2 DR & 4 DR
1966-70	Sedans	2 DR & 4 DR
1963	Hardtops	
1963	Convertibles	
1964	Hardtops	
1964	Convertibles	
1965	Hardtops	
1965	Convertibles	
1960-70	Station Wagons	
1961-65	Sedan Deliveries (Econoline Vans & Trucks)	
1960-70	Rancheros	
1960-65	Modified	
1966-70	Modified	

All above classes will award 1st, 2nd, and 3rd places.

Ladies Choice
Oldest Falcon
Longest Distance Driven
Best of Show

Regional Group with Most Cars-plaque & \$50

All Falcons must be registered by 12 p.m. Saturday, February 13, 1988. More details next month.

Gary Goddard
Southeast Falcon Chapter

Important Notice !!!

1965 Hardtop and Convertible Roster

Still accepting cars for the 65 Hardtops and Convertibles roster that will be published in *The Falcon News*. Please send your complete data plate information, and also if there's been a change from 6 to V-8 or 3 to 4 spd., etc. A photo of your car would be nice too. So far, I have 58 cars with 30 owners. Please include parts cars. Thanks.

Mike McCarty, P.O. Box 1114, Red Bluff, CA 96080.

Feature Falcon

This is my first Falcon, a '64 Futura 4 door Sedan. I have the original 170 cu.in. engine with only 69,000 miles on it. I am presently working on restoring it. I got this Falcon with the help of a fellow Falcon enthusiast Ed Snyder. He knew that I was looking for a pretty good Falcon and he told me about it. So I say thanks to Ed.

Jeffrey A. Wied, 10 Almont Rd., Sellersville, PA 18960



Feature Falcon

This is my 1964 Ford Falcon Futura showing Indiana's license plate for 1987-89. I had been wanting to get the number 1964 reserved before, but not until this year was I able to obtain it.

The small print at the top of the plate is "Back Home Again" with Indiana being underneath the number. 17 represents the county, Dekalb. The color of the license plate goes perfect with the car.

I purchased my Falcon new in 1964 and now have just over 260,000 miles on it. I still enjoy driving my Falcon very much. Lyle E. Holman, 5987 C.R. 12, Butler, IN 46721



Feature Falcon

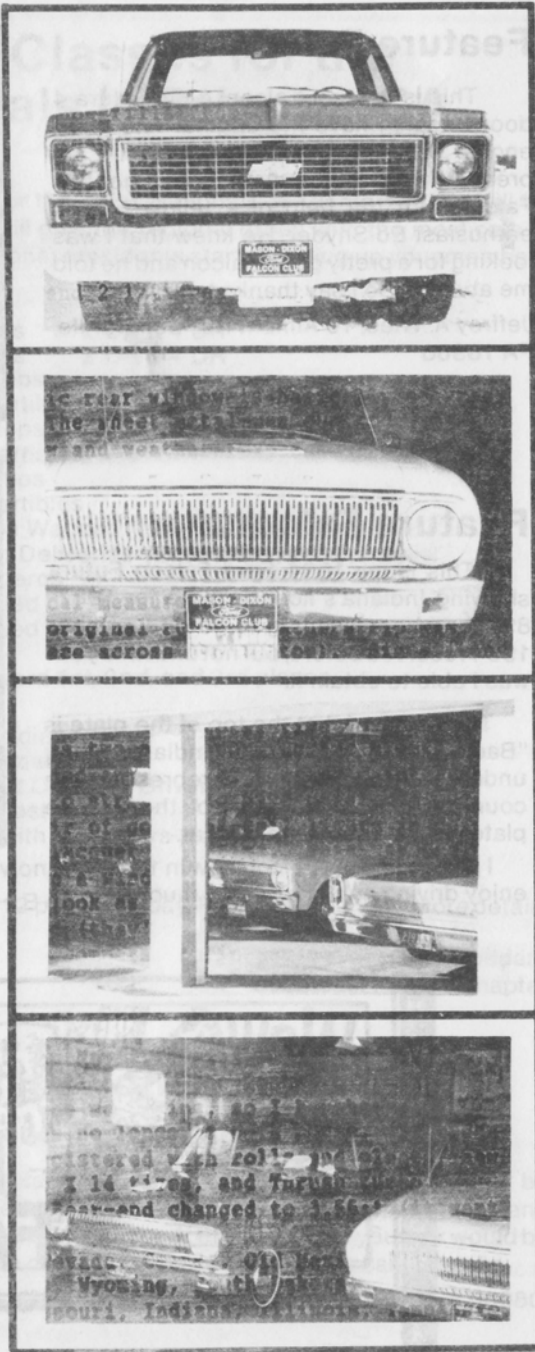
First is my 1974 Chevy Pickup. I get a lot of wise cracks about Falcon tags being on it. I tell them it is the only thing the Chevy is good for. It has 43,000 miles on it.

Second is my 1962 Wagon I bought last December. It is in good shape for 92,000 miles. It has a 144 engine and automatic transmission. It is going to be painted in March, I hope.

Third is two Falcons and a 1966 Fairlane in a two car garage. If you want to know how this is done. .very carefully!!!

Fourth is my other 1962 Falcon and I still have room to keep a riding mower between the Wagon and Fairlane.

Bob Gerke is the current President of the Mason-Dixon Chapter and resides at Route 1, Box 233, Bridgeville, Delaware 19933.



A Labor of Love And Ultimately Best in Show Winner

Editors note: A lot of you have been fortunate enough to see Paul's '66 Black Ranchero Beauty at some of our FCA Car Meets. It's a real credit to the club and our thanks to Paul for sending this article to us.

Some background on my 1966 Falcon Ranchero

Purchased June 1972 for \$1200. It had 15,800 miles. At that time it was "Springtime Yellow" outside and black inside. Came with 289" V8, 2 barrel carb, 3 speed standard trans, single exhaust, 3.25 rear end, tinted windows, an aftermarket air conditioner, and an AM radio.

Used as a work truck to haul wood, gravel, dirt, trash, dirt bikes, and was sole transportation for several years. I can't leave things alone. I liked it, but was dissatisfied with several things where Ford had cut corners. Since Falcons were the cheapest car produced by Ford, they cut corners in some areas to keep costs down. So I began to change things.

Took out the air conditioner - it was used on a Mustang for my wife. Found an overdrive trans in a '68 Fairlane. Bought it for \$100 with the 3.50 rear end. Rebuilt trans and stuffed it into the truck. All parts fit - crossmember and drive shaft are '66, clutch disc and rest of trans are '68 Fairlane. This helped my stop light performance and also gave me a good highway gear.

On a trip to east Kansas, it ran out of gas even though it still showed 1/4 tank. Another constant voltage control had gone bad. Made me mad and I didn't like the dash anyway. Hated the plastic chrome. Drew up plans for new dash and purchased all Stewart Warner gauges (usual plus tach and volt meter). Some scrap wood (Hawaiian KOA) was used. Cutting, gluing, etc. took 8 hours. Wiring took longer since all wires are wired into a common cannon plug. Also, the gas tank had to have a S-W sender installed and calibrated. By removing 8 screws on cluster, unscrewing the speedo cable, and unplugging the cannon plug, the entire cluster comes out. Time to remove it is about 4 minutes. Cost was \$330 for instruments, adapters and senders. Deft finish is used and looks somewhat like teakwood.

Just before I did the dash, some kids dropped a 45 pound rock off Knox St. overpass on 6th Ave. onto the roof. Paint was looking poor, so I had it repainted yellow when they repaired the roof. At this time, I found some '68 Falcon station wagon tail lights. They just plug straight in.

By this time, the engine was getting down on power. Saved my pennies and rebuilt it. Put a '68 - 302 crank, rods, and pistons (0.010" over), RV-2 cam, Crane cam train and lifters, 11.5:1 TRW pistons, '69 - 351 Windsor heads with bigger valves (which reduced compression to 9.8:1), matched intake ports, lightened flywheel 25%, Cyclone headers, Edelebrock Torquer intake manifold using Motocraft 4300 4V off a 460" Police Interceptor Engine. Balanced the whole mess. Ignition is stock except for modifying advance curve (easier to get parts on the road). Everything was built/designed keeping dependability, parts availability, and mid range power as priorities. This is true throughout the truck. Mileage is now 18 to 24 mpg - depends on whether run at 90 or 60. (90 is 3100 rpm in overdrive or 4400 out of overdrive).

A Labor of Love (Con't)

The following year, the paint got chipped real bad when I loaned it out to a friend to haul gravel. Decided to paint it black. Everyone said - don't do it, but I'm stubborn. Hated the gas filler neck and some of the V8 signs etc. Turned the filler neck around so it now fills from the inside of the bed. Filled holes. Sent bumpers down and had them rechromed. Paint was black acrylic enamel with a hardener - color sanded with 1000 and buffed with polishing compound. Paint was by Craig Baldry and myself.

Added power steering, quartz halogen Ciebie (from France) headlights with H-4 bulbs, running lights behind grill use 100 watt aircraft landing lights that are actuated by a toggle switch controlled by a high beam operated relay. Lowered truck at both ends (1 1/2" front and 2 1/2" rear) by dearching the springs.

After painting truck black, I decided I needed better air flow in the truck cab. No one here would build a rear slide window that looked decent. So, I decided to make my own. The electric rear window is basically the rear door from a '65 Chrysler station wagon. The sheet metal was cut from the door to expose the frame work. The rear window and weatherstripping was removed from the truck, then the bottom of the rear of the truck cab was cut out to accept the frame work of station wagon door. The frame work was installed backwards (outside is now inside???) so it could be worked on from the truck bed side after removing a sheet metal panel that is held by metal screws. A pattern was made from cardboard for the new window (same size as the original except for a 1 1/2" increase in the vertical measurement. A light smoke colored glass was cut and tempered. The original rubber weatherstrip was re-installed as a window channel (sans piece across the bottom). Since it's too tight as is, a 24 grit grinding disc was used to widen the rubber channel so the window would slide easily and still not leak air or water. The window goes down all the way except for about an inch. The total time to construct (excluding glass cutting and tempering) was two of us working two nights. It's been in since 1977 and has never needed any type of work or maintenance.

Got tailed in a blizzard and had to strip it to bare metal. A good friend, in L.A., Calif., found another pair of good '68 tail lights in China Lake, Calif. Repainted it black again - lacquer this time. This was Dec. '81. Spring of '82, it got sandblasted in a wind storm. Repaint again! Acrylic enamel again (the lacquer didn't look as good). Finished in late August. Had grill and tail lights chromed (they're aluminum).

Friend talked me into entering it in competition in car shows. Still was using truck daily.

In March '85, the whole right side got ripped open in Tulsa, Oklahoma. Door jamb was pushed 7 1/4" towards the rear! Had body straightened, replaced door, and repainted again! Finished it in May ...again!

In 1984, I was getting concerned about leaving the Ranchero alongside the road all day when I went dirt riding in the mountains, so I bought another truck and used it daily. The Ranchero was no longer a work horse. It began being used for pleasure. It's been reupholstered with rolls and pleats, new carpeting, Panasonic Stereo, Michelin 195 X 14 tires, and Thrush turbo mufflers. Headliner is still original. Rear-end changed to 3.55:1 (it went bad in Wisconsin).

It's been in several states; Utah, Nevada, Calif., Old Mexico, New Mexico, Texas, Oklahoma, Kansas, Arkansas, Wyoming, South Dakota, Montana, Nebraska, Minnesota, Iowa, Wisconsin, Missouri, Indiana, Illinois, Tennessee,

A Labor of Love (Con't)

Alabama, Georgia, Arizona, and Canada. A lot of these were for FCA car shows - although the 5 trips to California weren't associated with car shows. It turned 250,000 miles this year. I'd sooner drive it than anything else I own.

Nothing much as been done to it the last few years, so I'm doing some things to it this winter to improve it and make it show better. I'll probably show it in 1988 and then not enter it in competition anymore. I'll put it back in service as my work car then (except in bad weather when I'll drive my Chev!). It's too much fun to leave it parked.

Paul Garrigan, 388 S. Queen Circle, Lakewood, CO 80226, (303) 989-9628



This picture doesn't do justice to the beauty of Paul's Ranchero.

TROPHIES

- 1983 Tri-State Auto Show - Denver - Street Pickup '61-'70 1st Place *
- 1984 Americas Dream Machine - Denver - Mild Custom Pickups '60-'72 1st Place *
- 1984 Tri-State Auto Show - Denver - Street Pickup '61-'70 2nd Place *
- 1984 World of Wheels - Denver - Radical Custom Pickup 3rd Place *
- 1985 Americas Dream Machine - Denver - Full Custom Pickups '60-'72 2nd Place *
- 1985 Mustang-Shelby-Falcon Round Up - Denver - 1st Place Falcon
- 1985 6th Annual FCA National - Overland Park, Kansas - Rancheros 1st Place
- 1985 2nd Annual FCA Regional Meet - Hot Springs, Ark. - Commercials 1st Place
- 1985 2nd Annual FCA Regional Meet - Hot Springs, Ark. - longest distance
- 1986 Tri-State Auto Show - Denver - Street Pickup '61-'70 1st Place
- 1986 Mustang Heritage Square Roundup - Golden, Co. - 1st Place Falcon
- 1986 7th Annual FCA National - Appleton, Wis. - Rancheros 1st Place
- 1986 Mile High Chapter FCA Appreciation Award - Denver
- 1987 SE Chapter FCA Regional - Atlanta, Georgia - Utilities 1st Place
- 1987 SE Chapter FCA Regional - Atlanta, Georgia - longest distance
- 1987 8th Annual FCA National - Boulder, Co. - Rancheros 1st Place
- 1987 8th Annual FCA National - Boulder, Co. - Best-In-Show
- 1987 Old Car Council - Denver - 1940-1987 American Car & Truck 3rd Place **
- 1987 4th Annual FCA Regional Meet - Hot Springs, Ark. - Commercial 2nd Place
- 1987 4th Annual FCA Regional Meet - Hot Springs, Ark. - longest distance
- * In competition with Chev, GMC, Dodge, Ford, El Camino, etc.
- ** In competition with all American cars and trucks (1st-Lincoln Continental, 2nd - Shelby Mustang)

Technical Help

Many are concerned with gearing our car and what size tires to purchase. Questions like what rear end/tire combination will give me a particular speed at a specific rpm/or what will happen if I put on bigger tires. When I do these things, how can I correct the speedometer. The following may be of some help.

First we need to know the circumference (distance around) of your tire. (This will vary by manufacturer even though they are marked the same.) A glob of wet paint in the middle of the tread—then roll car until you have 2 paint spots on your driveway. Now measure center of spot to center of other spot. This is circumference of tire. (My Michelin 195x14 radials are 77".)

Second, find out your car's rear end ratio. Door plate codes will tell you. However, you should verify by checking tag on rear end itself. These usually have numbers such as 3.25 or 3.83. This means for every 3.25 revs of the input shaft (driveshaft) the output shaft (axle) will rotate once. This is usually expressed as 3.25:1 which is read 3.25 to 1.

Now all we need is a simple algebraic formula (and you thought you'd never use your high school algebra!):

$$\frac{(60)(\text{tire circumference in inches})(\text{engine rpm})}{(12)(5280)(\text{rear end ratio})} = \text{speed in mph.}$$

Example: A 3.83 rear end ratio, 77" circumference tires,—what speed will I be going at 3500 rpm?

$$\frac{(60)(77)(3500)}{(12)(5280)(3.83)} = \frac{16170000}{242668.8} = 66.6 \text{ mph or } 67 \text{ mph}$$

Boy, that's a lot of rpm for only 67 mph. What happens if I change rear end ratios and use that 3.25 rear end over in the corner of the garage? What rpm will I be turning at 65 mph?

Rearranging the formula algebraically, it ends up looking like:

$$\frac{(\text{speed in mph})(12)(5280)(\text{rear end ratio})}{(60)(\text{tire circumference})} = \text{rpm}$$

$$\text{and } \frac{(65)(12)(5280)(3.25)}{(60)(77)} = \frac{13384800}{4620} = 2897 \text{ rpm or } 2900 \text{ rpm.}$$

What happens if I use the 3.83 gears and increase the tire circumference to 85"? Now what rpm will it be turning at 65 mph?

Same formula as the previous example or

$$\frac{(65)(12)(5280)(3.83)}{(60)(85)} = \frac{15773472}{5100} = 3092 \text{ rpm or } 3100 \text{ rpm.}$$

So by going to a tire with an 85" circumference and leaving the gears at 3.83:1, we'll decrease the rpm at 65 mph from 3500 to 3100. Or, we can change gears to the 3.25:1 and leave the tires alone and decrease the rpm at 65 mph to 2900.

Technical Help (Con't)

One last example. Let's say I have a 77" circumference tire and 3.55 gears. What rpm will I be turning at 65?

$$\frac{(65)(12)(5280)(3.55)}{(60)(77)} = \frac{14620320}{4620} = 3164 \text{ rpm or } 3150 \text{ rpm.}$$

What happens if I put an overdrive transmission in. This will change my rear end ratio (only in overdrive) by effectively reducing the ratio 30% (American cars that used a 3 speed manual trans with overdrive have all had the reduction gears in the past). And $100\% - 30\% = 70\% = 0.70$

Then: $(3.55 \text{ rear end})(0.70) = 2.485:1$ So when I'm in overdrive, my rear end ratio is effectively 2.48:1 Now what happens to my rpm at 65 mph?

$$\frac{(65)(12)(5280)(2.48)}{(60)(77)} = \frac{10213632}{4620} = 2210 \text{ rpm or } 2200 \text{ rpm.}$$

Quite a change in rpm. This is why overdrives are regaining popularity—economy and performance. You can gear for stop light performance and shift to overdrive on the road for economy and top speed. Sort of like having your cake and eating it too!

Speedometers. Two easy ways to determine accuracy. One way is to drive alongside a friend's new car and compare. A more accurate method involves more work and some calculations. Mark off a section of a seldom used straight road. Section has to be either 90 or 900 feet. A stop watch is needed that will read at least to a tenth of a second. Also, you'll need a steady accelerator foot because you must maintain a steady speed through the trap section. Now record the time it takes to travel through your marked trap. I do this 10 times (at the same indicated speed) and record each run. I then throw out both the 2 lowest and 2 highest times and average the rest. This helps eliminate a bad run. Need an example? 10 runs made through a 90 foot trap. They were 2.5, 2.5, 2.6, 2.8, 2.1, 2.3, 2.4, 2.7, 2.7, and 2.6. Throwing out the 2 highest (2.8 and 2.7) and the 2 lowest (2.1 and 2.3) and adding the remaining 6 times will produce the total of 15.3. Dividing 15.3 by 6 = 2.55 second average time.

Now we need a formula or two—one for 90' and one for 900'.

$$\text{speed in mph} = \frac{90'}{\text{time in seconds}} \quad \text{and speed in mph} = \frac{900'}{\text{time in seconds}}$$

Using the above 2.55 average:

$$\text{speed} = 90 = \frac{35.29}{2.55} \text{ mph.}$$

If we had used a 900' foot trap and the average time had been 13.9 seconds:

$$\text{speed in mph} = \frac{900}{13.9} = 64.74 \text{ mph.}$$

All that's left is to compare what your speedometer indicated to what it should be. If your speedometer is reading slower than you're really going, decrease the number of teeth on the driving gear (plastic) on the end of the speedometer cable at the transmission by replacing it with one having the correct number. One tooth alters the speedometer reading by 4 to 5 mph.

Hope all of this takes some of the mystery out.

Paul Garrigan, Mile Hi Chapter, C. Colorado

Mason-Dixon Chapter July 18th Meet Koon's Ford - Annapolis, MD



TECHNICAL HELP ANSWERED Alternator Hookup

Alternator hookup in a Falcon was covered in issues Oct 85 and Feb 86 of the Falcon News. It is relatively easy.

Regarding the transmission conversion: with the proper parts it is a bolt-in. The problem is that only two years of Comets (64 & 65) and one year of Falcons (65) offered the transmission. (Later years column parts and transmission mounts do not backfit).

Parts required:

- *1960-62 only: 1963 (Automatic) Steering Column.
- *Shift indicator and direction signal mount assembly.
- *Shift lever at bottom of column.
- *Shift rod
- *Transmission kickdown lever and Shift lever. (Shift lever is removed only by removing oil pan and valve body)
- *Transmission extension housing (Tailshaft housing).
- *Transmission throttle kickdown rod. (V-8 & 6 are different).
- *Neutral/Backup Light Switch & wire Harness on transmission.
- *Proper bellhousing for engine. (5-bolt V-8 to C-4 is tough). (6 cyl 170 is easy: all later 170 & 200 engines fit.) (6-bolt V-8 is also easy; all later 289/302 and 250 six fit).
- *Flexplate from the appropriate engine. NOTE: the 250 six will fit a V-8 but it isn't externally balanced for the V-8.
- *Torque converter for the appropriate engine. NOTE: always buy a rebuilt converter, they're cheap.
- *Driveshaft & yoke from: Granada/Monarch all years 65 Falcon 6 or 8 cyl
- *Driveshaft only from: 63-64 V-8 Falcon W/Spicer U-Joint.
- *Yoke from any 64 up Ford, 65 up Falcon, or any C-4 with Spicer U-Joints.

NOTE: Yoke has 28 splines. 1960-64 6 cyl and 1963-64 V-8 transmissions had smaller I. D. 25 spline yoke. All V-8 & C-4 have longer length & O. D. than 6 cyl yokes prior to 1965. 6 cyl driveshafts prior to 1965 had tiny U-joints and were a different length due to the short yoke.

- *6 cyl only: Companion Flange from 64-68 Mustang Six, 65-69 Falcon Six, 64-69 Fairlane Six. (This is for larger u-joint).
- *1960-1962 only: Complete rear axle assy from 63-65 six. (Otherwise, you make up a custom driveshaft).
- *1960 only: Fabricate rear crossmember for transmission mount.

All Shifting parts may be deleted by using a floor mounted automatic cable shifter such as a B & M Quicksilver. It even has neutral & backup light switches.

The tailshaft may be deleted by making an adaptor mount and cutting a rib off the later tailshaft.

Technical Help (Con't)

The kickdown linkage can be fabricated easily. The 2 speed Fordomatic kickdown linkage can easily be converted.

Also, in answer to which four speed transmissions were used in V-8 Falcons:

1963 B-W T-10, 100%

1964-Mid 1965 (5-bolt engine) B-W T-10 75%, Ford T & C 25%

Late 1965 -1966 (6-bolt engine) B-W T-10 25%, Ford T & C 75%

All Falcon B-W T-10 had special tailshaft just for Falcon shifter and Falcon leaf spring transmission mount. 1963-Mid 65 T-10 had narrow cases (B-W bolt pattern) Mid 65 Falcon B-W T-10 had wide cases (Ford bolt pattern).

Ford T & C used in Falcons had narrow case only in 1964; both patterns in 1965; had both shifter locations bossed and both transmission mounts on tailshaft. This transmission is commonly called the toploader. The Ford 3-speed transmission for V-8 is also a toploader and has the same external dimensions as the 4 speed.

The Falcon shifter is at the very forward part of the extension housing. It requires a sheet metal housing that is added to the floor pan after sawing out an area for the shift rods. This shifter location is really too far forward to be comfortable but was required by the Falcon transmission crossmember, and by the extreme forward position of a bench seat.

Using a Mustang shifter position and a fabricated tube crossmember for the transmission puts the shifter in a better position and lets you use any late model 4-speed small block transmission. The five bolt engine, however causes problems with using a wide-case (Ford) bolt pattern, because there are no Ford bellhousings available. This is why I would always throw away a 260 or a 5 bolt 289 if it needed rebuilding.

Alan Hale, Alan's Restorations, P.O. Box 2126, Truckee, CA 95734.

SOURCE OF PARTS

Dear Members,

I thought the following information could help a few members who have found the same difficulty as I have when looking for original replacement parts for their favorite Ford!

Joblot Automotive, Inc.
The Ford Parts Specialists
98-11 211 St., Queens Village, NY 11429
(718) 468-8585

This company carries only new unused parts, mainly new old stock N.O.S. Through them I have located the syncros & roller bearings for rebuilding a worn out 3-speed manual, steering box rebuild kits, new original fuel pumps and sturdy motor mounts.

A phone call to them requesting a (free) catalog will result in a cross reference Master Parts Catalog using all original part #s in listings.

Maureen Matley, 1350 Veale Ave., Martinez, CA 94553

New FCA Members for November '87

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Gary

Kerry

Technical Help Wanted

Does anyone know why my 1963 Convertible swings slightly to the left on acceleration, and to the right on deceleration? Mechanics here are divided between shackles and engine mounts on the one hand and defective side gear on the other. Write Howard Stearns, Four Faith St., Burlington, VT 05401.

RULES FOR CLASSIFIED ADVERTISING

All ads for the classified section of the newsletter must appear with a member's name to be considered a free ad (see page 2) or it is considered a commercial ad and must be paid for. Non-member ads in the classified section are \$5.00 each. (Classified ads are limited to 50 words or less.) All items listed in the classified must have a price. Ads submitted without prices will be returned to sender.

The Falcon News will accept paid Commercial Ads for the newsletter. They must be sent to the editor. All ads must be received by the 10th of the month to appear in the next month's issue of The Falcon News. Payment must accompany all ads.

ALL COMMERCIAL ADS MUST BE CAMERA READY. ADS WILL APPEAR IN THE FALCON NEWS ONLY WHERE SPACE PERMITS. SEND CHECKS PAYABLE TO FCA.

COMMERCIAL AD RATES: FULL PAGE...\$50.00 QUARTER PAGE...\$20.00
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Only Falcon-related ads will be accepted for The Falcon News. **Warning** - The FCA has no way of checking each advertiser, so the FCA accepts no responsibility for any dealings with advertisers. Let us know any experience, good or bad. The Falcon Club of America has the right to reject any or all commercial ads.

CARS FOR SALE

65 Sprint Convertible, V-8 4 speed needs floor pans, some rust. Extra parts with car. \$3000. Mike Mullen, Wildwood Crest, NJ. (609) 522-4012.

63 1/2 Falcon Futura Hardtop, Ser. 3H17F213717, mileage 109200, 260 V-8, power steering, bucket seats, radio, original black paint. Body sound but fenders and some lower areas of body rusted bad. Unitized frame under body rusted in some areas especially rear of spring shackles. Extra pair of used bumpers and a few spare parts. Runs good. Asking \$650 Harry W. Jacob, 5415 McCandless Ave., Pittsburgh, PA 15201. (412) 781-1375.

62 Falcon 2 Dr. Sedan, restorable—doesn't run. Car is straight. From Tenn. \$200. John Cheshier, Rt. 2, Dixon, IL 61021. (815) 251-4434.

65 Falcon Ranchero, V-8, auto trans., good parts truck or may be restored; **65 Ranchero**, 6 cyl., auto trans., may drive home today, good condition; **65 Ranchero**, 6 cyl., stick, good condition, may drive home today. All three for \$3500, will separate—taking offers. Reg Wagner, 322 West 55th St., Clarendon Hills, IL 60514. (312) 986-8466.

CARS FOR SALE (cont'd)

67 Falcon, 2 Dr. Sedan, 170 cu. in., shift, spare body parts, red interior upholstery for a sport model, chassis rusted. Engine runs, can be a good parts car or rebuilt with a lot of effort. \$300. Gary Koenig, 2303 Brady, Davenport, IA 52803. (319) 324-9275.

64 Sprint 2 Dr. Hdt. Street Machine, V-8 4 spd., chrome everywhere, hi-performance everywhere. \$8000 documented investment, too much to list, needs paint, first \$4000 takes. Rick Dilks, 307 N. Castle, Paola, KS 66071. (913) 294-2599.

62 1/2 Falcon Futura Sports Sedan, 6 cyl., auto., bucket seats, 55,000 miles. Rare t-bird roof, vinyl top, continental kit, perfect in every way — \$4,800. Rick Dilks, 307 N. Castle, Paola, KS 66071. (913) 294-2599.

65 Falcon 4 Dr., 170 cu. in., 6 cyl. good body, very little rust, good seats—good motor. Needs some work, needs bell housing—floor board and inter., also upholstery and 4 tires. \$250 OBO., parts alone are worth more. Bobbie Phillips, Rt. 4 Box 237, Crestview, FL 32536

63 1/2 Futura Convertible, 6 cyl., auto, red exterior, black top and interior, bench seat, new trans.—driveable and exterior looks good, but needs restoration, \$1850 OBO. Lost storage and moved to Louisiana, but car still in Houston. Tom Sellers, 416 Doucet 4-B, Lafayette, LA 70503. (318) 984-4564, leave message.

LEAD ON CAR

62 Falcon 2 Door, auto, blue ext. blue inter; 65,000 miles, 4 new tires, second owner \$1,095. Needs minor work. Vic Falcone, 3074 Old State Road, Schenectady, NY 12303 (518) 355-7756.

PARTS FOR SALE

Two short P.S. hoses (64 Falc.) \$20, one repair kit slave cyl (64 Falc.) \$16, one repair kit control valve (64 Falc.) \$15, one pulley wheel (V-8, 64 Falc.) \$20, one 8" orbit polisher \$25. John D. Sizelove, 2002 So. "J" St., Elwood, IN 46036. (317) 552-5605.

Used parts, 64-65 fiberglass hood \$185; aluminum bell housings 1-5 bolt, 1-6 bolt, \$65 each; 64-65 vent windows—excellent \$150; 64 Futura panel—excellent \$150; many other NOS and used parts. Add 10% shipping. Vic Falcone, 3074 Old State Rd., Schenectady, NY 12303. (518) 355-7756.

NOS Falcon parts—two 64 chevrons \$300 pr., two 64-65 hood ornaments \$195 ea., 63 radiator hose \$20, tune-up kits (in canister) \$15 ea. 2 repro. Ford Script headlights \$20, 65 lighter knob and element \$10, two 64 headlight doors \$250 pr., two 64-65 taillight buckets \$225, four 64 taillight lens w/backup \$15 ea., two 4 spd. backup switch assembly \$30 ea., 63 antenna kit \$55, 64 2 spd. wiper switch \$25, two 64-65 parking lamp doors (R.L.) \$30 ea., two 64-65 wiper pedal pump assembly \$30 ea., 64-65 door edge guard \$25. Add 10% shipping. Vic Falcone, 3074 Old State Rd., Schenectady, NY 12303. (518) 355-7756.

Falcon 1960-1970 NOS upholstery fabrics. Original cloth and vinyl yardage. Send sample for match-up. Original 80-20 rayon-nylon loop carpet sets, headliners and trunk mats. SASE please. 65 original seatcover sets. Original Auto Interiors, 7869 Trumble Rd., St. Clair, MI 48079. (313) 727-2486.

64-65 Hdt. console, no lid, exc. cond. \$35; 63 Conv. consoles \$50 ea., 64 Hdt. complete wiring \$10, NOS 6 cyl. crankshaft and bearings \$80, NOS 65 wheel cyl. \$20 ea., NOS 67 wheel cover \$20, NOS 61 lower control arms \$75 pair, NOS 64 lower control arm \$40, NOS 6 bolt V-8 4 spd. bell housing, \$50, NOS 6 cyl. center links \$15 each. Rick Dilks, 307 N. Castle, Paola, KS 66071. (913) 294-2599.

Complete 260 V-8 motor with auto trans., runs good \$200; used parts for 60-63 Falcons, reasonable; Lt. and rt. rear quarters with wheel housing in good shape; 6 cyl. engines rebuildable. John Cheshier, Rt. 2, Dixon, IL 61021. (815) 251-4434.

Falcon parts 60-65. Don Branson, Rt. 2 Box 243, Marthasville, MO 63357. (614) 228-4501.

PARTS FOR SALE (cont'd)

62 grille and headlight doors, good condition \$30; 260 V-8, new timing chain and gears, approx. 80,000 mi., runs \$200. John D. Hewitt, 305 Thistle, Garland, TX 75043. (214) 240-8300.

Original 80/20 loop curl carpet sets—jute backing, heel pad, serged edges \$135; car covers from \$40 and up; NEW 65, 66, 67 owners manuals \$12.50; NOS dome lens & bezel \$12; huge inventory of NOS, NORS, repro, and good used parts. SASE with needs. Tom Massarelli, 10 Young St., Poughkeepsie, NY 12601. (914) 471-7769.

Closing out a lot of original Falcon parts mostly for 1964-65 cars. Used but good to excellent. Too numerous to list. Send SASE with list of needs. Will sell all parts at a good price. Clyde Gentry, 611 Baylor Drive, West Memphis, AR. (501) 735-7324.

PARTING OUT

Parting out 65 Futura 2 dr. Hdtp., 200 cil., auto, car was rolled over on left side. Roof and trim no good, but left side repairable. Not home much, so SASE with needs best bet. Lance Forest, Rt. 5, 125 Sanders Creek Rd., Newport, NC 28570. (919) 393-2993.

MISCELLANEOUS FOR SALE

Call 1-800-541-8184 with your literature needs. 1960-70 service manuals. Also, an assortment of owners manuals, parts books, sales brochures, paint chips/formulas, wiring diagrams, and hollanders interchange manuals. Your excess literature tradeable, or purchased. Jim Lungwitz, Box 1078, Monticello, MN 55362.

Fordomatic 2 spd. rebuilding kits with gaskets, o-rings, lip seals, clutches (bronze frictions, steels), front and rear seals, sealing rings \$70. Specify engine size and year. Bands \$30 each, adjustable modulator \$8. Bushings, washers, pumps, and misc. hard parts available. Kits, bands, and parts available for small, medium case, C-4 and C-6. David Edwards, Box 245-FC, Needham Hgts., MA 02194. (617) 449-2065, evenings.

PARTS WANTED

NOS 65 289 V-8 Fuel Pump, parts #C3AZ-9350-S. Mike McCarty, P.O. Box 1114, Red Bluff, CA 96080. (916) 527-1454.

65 Hardtop—console, any color; left turn signal bucket; day/night mirror; any side chrome and clips, do not need inserts; rear parking brake cable; chrome emblem inserts on front of bucket seat backs; bucket seat rear panel complete with clips, any color; push button radio. Also need 64 Futura tail light lens with backup lights (pair) and same without backup lights. Ray Roberts, 12272 W. Atlantic Dr., Lakewood, CO 80228.

For Falcon Sprint Tach, I need the round bright metal insert for the rear of the Tach. Will purchase "parts" Tach if necessary. Ron Johnson, 123 West Mountain St., Worcester, MA 01606. (617) 852-0794.

Falcon A/C parts, one part or complete systems. Call or write for want list. Classic Auto Air MFG Co., 2020 W. Kennedy Blvd., Tampa, FL 33606. (813) 884-3681 or (813) 251-2356.

U-shaped chrome piece for right rear fender of 65 Falcon. Howard Stearns, Four Faith St., Burlington, VT 05401.

Ventilation adaptor, C-3DZ 6A-665-A; set of fender skirts complete; 2 Door handles, inside use, good NOS; 4 window crank handles, use good NOS. Henry Mortimer, 1140 Logan Ave., Bellmair, NJ 08031. (609) 227-7411 at work, or (609) 933-1283 at home.

CARS WANTED

63 Falcon Hardtops, any condition, 6 cyl. or V-8's. What do you have? Dennis Lavoie, 1646 3M Road, Coventry, RI 02816. (401) 397-7407.

THE FALCON CLUB STORE

Falcon Club of America T-Shirt (short sleeve, white/red trim)	
Adult - S, M, L, XL; Child's - M, L	\$ 7.00
T-Shirts (white w/screen print colored pictures) 60-63 or 64-65 or Early Rancheros or 65 Rancheros S, M, L, XL	7.00
Sweatshirt (grey, navy, black, white/blue trim-FCA logo) give 2nd choice on color S, M, L, XL	13.00
Golf shirt w/pocket, collar/FCA logo (blue, yellow, grey/black trim, navy/white trim, tan) give 2nd choice on color S, M, L, XL	13.00
Hat (mesh ball style w/FCA patch or winter weight) red	6.50
Sun Visor w/screen print FCA logo (blue)	5.00
Convention Booklets (1980-1986)	.50
Books: 1960 Reproduction Shop Manual (includes V-8)	30.00
FALCON/Ray Miller (hardcover 320 pages)	35.00
1963 Owners Glove Box Manual	12.50
Ford Falcon 1960-1970 (100 pgs. 180 ill.) Collection of articles from automotive magazines	13.00
1964 Sprint Owner's Manual (8 x 4 1/4) 11 pgs.	4.00
1963 Falcon Sprint road test (8 pgs. 18 ill.)	4.00
Decal-National Club (for window)	1.25
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Ford Falcon (oval, blue & gold)	2.25
FALCON (rectangular, red & gold)	2.25
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Falcon Fender Cover (24" x 47" w/Falcon imprint)	16.50
Key Fob (leather w/Falcon medallion)	2.50
Poster (24" x 36") 28 color pictures of Falcons	4.00
License Plate (Falcon Club of America-white/red letters)	4.50
Bumper Sticker (I heart) My Falcon) new vinyl	2.00
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Pins/Hat Tacks: All pins	2.25
Falcon Script (Silver)	Falcon Bar (red/white/blue) Large
Futura Script (Silver)	Falcon Bar (red/white/blue) Small
Ranchero Script (Silver)	Silhouette of 1960-63 Ranchero
Sprint Script (Silver)	Silhouette of 1963 Hardtop
Falcon Script w/year (Silver)	Silhouette of 1964-65 Hardtop
(1960-1970 except 64 N/A)	Futura Bar (red/white/blue)
289 Sprint V	White Square w/Ranchero print
260 V	Ford Restorer
289 (white/blue)	Ford #1 (red/white/blue)
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